

## Federal Lands Highways Program (FLHP)

### FY 2007 Program and Planned Performance

The NPS owns and operates approximately 5815 paved miles of public park roads, 6,544 miles of unpaved roads, and 1,813 associated structures (bridges, culverts and tunnels). In addition, there are 115 alternative transportation systems (ATS) in 99 park units; utilizing trolleys, rail systems, canal boats, ferries, tour boats, cable cars, snow coaches, trams, buses and vans. Intelligent Transportation Systems are also in use, including traveler information systems, traffic management systems and entrance gate fast-pass systems. Of the 115 systems, 41 are operated by local public transit agencies, 14 are owned and operated by parks and 60 are operated by concessions. These systems offer attractive and convenient public access for visitors and park employees. Alternative transportation systems help to mitigate inadequate parking and roadway capacity demands, and help negate the need for new facilities that may conflict with resource preservation needs. Air pollution is also reduced by decreasing the total number of vehicles accessing the sites. New transit technologies are also quieter and more fuel efficient, operating at reduced noise and air pollution levels.

With funding provided through the FLHP, the NPS is committed to managing its transportation facilities using proven life cycle asset management techniques to stretch the limited funding available. The NPS also continues work on the final two uncompleted parkways located in the Southeast Region. To meet future challenges, the NPS continues to pursue alternative transportation systems. These top focus areas help foster enhanced public access, improved resource protection, heightened environmental stewardship, better energy conservation, reduced noise and air pollution, increased tourism and growing public enjoyment and conservation awareness.

With the reauthorization of the Highway Trust Fund in 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizes funding for the Park Roads and Parkway Program (PRPP) at \$165 million in 2004, \$180 million in 2005, \$195 million in 2006, \$210 million in 2007, \$225 million in 2008 and \$240 million in 2009. Funding is adjusted annually to accommodate project scheduling, balance program priorities and address legislative adjustments, such as a reduction of some 10% to 15% annually, due to Section 1102(f), Title 23, United States Code.

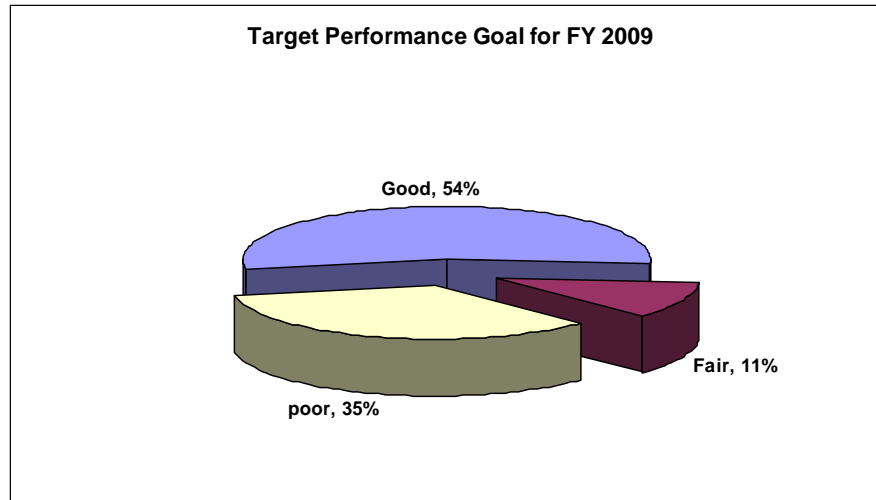
Highway Trust Funds dollars address critical transportation needs in three categories:

- Category I: Preserving the existing park roads and parkways infrastructure condition.
- Category II: Finishing the uncompleted parkways.
- Category III: Exploration of alternative transportation systems.

The majority of funds available will be used for Category I, in support of the Administration's focus on addressing the NPS deferred maintenance backlog. Based on a SAFETEA-LU funding level of \$1.215 billion over six years, and using the inventory and condition data collected between 1997 and 2001, the target performance goals are as follows for each category:

Category I: The majority of available funds would be spent maintaining the condition of the existing roads (i.e., pavement and bridges) and making minor improvements to the overall national condition, if possible. The 2009 target Facility Condition Index (FCI) for pavement is estimated to be .42; the current FCI is .44. The bridge FCI would continue to be less than .09. As shown below, this funding level would result in approximately 54% of the systems pavement in "Good" condition, 11% in "Fair" condition and 35% in "Poor" condition by 2009.

Category II: Funds would continue construction of both the Foothills Parkway "missing link" and the multi-use trails around key urban areas along the Natchez Trace Parkway. The NPS would have completed or have underway, several projects within these two initiatives by FY 2009.



Category III: Funds would continue exploring alternative transportation systems with the NPS philosophy of “laying lightly on the land.” This would include identifying and employing new and existing technologies that increase the capacity and availability of current multi-modal systems, stretch available dollars, continue to protect the resource and improve public enjoyment. The NPS would have completed or have underway, several projects by 2009.

With the advent of the SAFTEA-LU Reauthorization, the regions are currently reviewing their 5-Year Road Maintenance and Repair Inventory. Therefore, a planned list of projects for FY 2007 is still under development. It is projected the increased funding levels included in SAFETEA-LU will just keep up with inflation. Therefore, the goal for FY 2007 is to maintain the condition of the NPS road system with slight improvements when and where possible.

### **FY 2006 Program Planned Performance**

**The Facility Management Software System (FMSS):** Currently, the NPS uses the roadway pavement condition rating for understanding and tracking roadway conditions. With the deployment of the FMSS, the NPS will continue fine-tuning total roadway condition through the inventory and assessment of all roadway components, including retaining walls, drainage systems and signs. The FMSS will provide a more comprehensive snapshot of assets, help to quantify asset importance, and prioritize maintenance and repair needs.

**Program Projections:** Planned performance targets for the FY 2006 program are currently under development in light of the recent reauthorization and lowered funding levels and are not yet available. However, FY 2006 measures should show a decreased proportion of funds spent toward design and preliminary engineering over that of FY 2005 (see Program Delivery chart in the following section) because the actual reauthorized six year program provided was approximately 36% below the Administration’s proposal.

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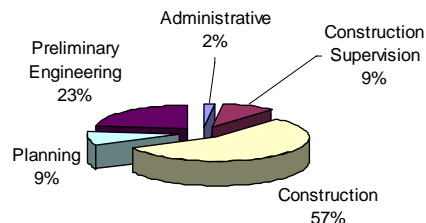
### **FY 2005 Program Accomplishments**

In FY 2005, PRPP implemented a \$102 million construction program, including 868 projects in various stages (planning to construction completion), affecting 116 parks in all 7 regions and 42 states. The NPS identified program management performance measures in five key construction program categories: planning, engineering design, construction, construction supervision, and administrative costs. Using industry standards for these categories, the NPS developed indicators for measuring program efficiency

All dollar amounts in thousands

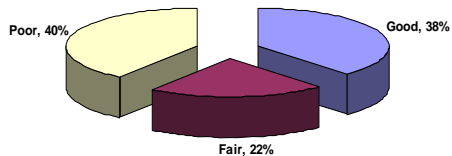
and effectiveness. The Program Delivery chart reflects the preliminary FY 2005 PRPP delivery costs. They meet established program objectives. For example, in anticipation of enactment of the Administration's reauthorization proposal that included a significant construction program increase over the six-year period (2004-2009), design and preliminary engineering costs in FY 2005 were proportionately higher than normal as the NPS ramped up review of on-the-shelf rehabilitation projects to provide a smooth transition to a larger program.

**Program Delivery Costs FY 2005**

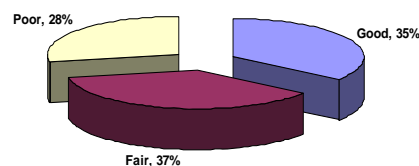


For over a decade, the funding level for the PRPP was insufficient to keep the NPS road system from deteriorating. The roadway pavement deteriorated at an average rate of 2-3 % per year. In 1998, TEA-21 increased the PRPP funding level for the rehabilitation of roads and bridges, based on a Federal Highway Administration (FHWA) life-cycle analysis that indexed a proposed funding level commensurate with the condition of roads and bridges. The TEA-21 condition target was to stabilize the condition of the system. The charts below show that the condition of the system was essentially stabilized during TEA-21.

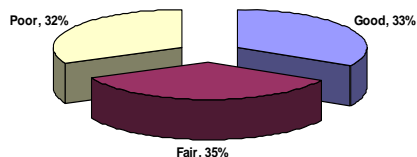
**Benchmark Year - 1997**



**Pavement Condition Cycle II  
Data (1997-2001)**



**Pavement Condition - Cycle III  
(Data 2001-2004)**



*These charts compare in broad terms what is happening to the system in terms of pavement condition. Generally there has been a steady trend towards maintaining the status quo, saving millions of dollars in repair costs. The slight slip in condition between cycles II and III likely reflects annual changes in funding availability. Because technology and the practice for scientifically quantifying pavement condition has evolved and changed since 1997, using the data to do a time comparison of the pavement condition for small pieces of the NPS road system does not necessarily correlate well.*

The NPS and FHWA are continuously reviewing performance goals and measures to manage the program effectively and efficiently. The NPS established an FCI baseline in FY 2002 to better describe pavement and bridge conditions and track performance in the coming fiscal years. The following table shows the FY 2002 baseline and the FY 2004/2005 deferred maintenance (DM), current replacement value (CRV) and FCI:

All dollar amounts in thousands

	2005		FCI*	PCR**
	Current Replacement Value	Deferred Maintenance		
FY 2002 ***				
Roads	8,450,000	3,250,000	0.38	74
Bridges	1,694,000	156,000	0.09	
FY 2004/2005 ***				
Roads	10,836,000	4,753,000	0.44	69
Bridges	1,750,000	146,000	0.08	

\*FCI condition indexes for Good, Fair, and Poor roads and bridges have not been developed. FHWA is developing the appropriate values for Good, Fair, Poor and "ground true" for acceptance by the scientific community. In addition, FHWA is investigating improving the state of the practice for identification of cost factors. The same methodologies were used between 2002 and 2004 with the cost factors being adjusted for inflation.

\*\*PCR represents Pavement Condition Rating. PCR is a pavement condition value based on a rating of 1-100, with less than 60 being Poor; 61-84 being Fair; and 85-100 being Good. It is based on the culmination of pavement rutting, cracking, patching and roughness. Overall, the performance indicated by the above charts show the same trend toward significantly slowing down system deterioration as evidenced by the previous pie charts. Both FY 2004 and 2005 are based on cycle III data surveys collected from 2001 to 2004.

\*\*\* NOTE: The Cycle III (2004/2005) data is based on a comprehensive survey of parks (244 parks) with paved roads; while the cycle II (2002) data is based only on a limited number of parks (78 parks) with high paved road mileage greater than 15 miles. Accordingly, the comprehensive survey completed during Cycle III provides a more complete picture of the condition of the roadway pavement.

### Performance Overview for Line-Item Construction and Maintenance

**NOTE: This table does not include any proposed goal and measure changes resulting from the DOI Strategic Plan update now underway. See Performance Summary Tab for details.**

*NPS has proposed no target changes on all FCI goals until the baseline data have stabilized and better targets can be established. The NPS expects to present the new targets with the FY 2008 budget request.*

Measure	2005 Plan	2005 Actual	Change from 2005 Plan	2006 Enacted	2006 Change from 2005	2007 Request	2007 Change from 2006
Employee housing assets are in fair or good condition (BUR IVa5)	1,007	1,444	+437	1,520	+76	1,710	+190
Average FCI of heritage resources <sup>1</sup> (SP, PART, BUR IVa11A)	0.21	0.203	+0.007	0.21	0.00	0.21	0.00
Average FCI for non-historic buildings <sup>1</sup> (SP, BUR IVa11B)	0.13	0.126	+ 0.004	0.13	-0.004	0.13	0.00
Average FCI for other facilities <sup>1</sup> (SP, BUR IVa11C)	0.25	0.183	+ 0.067	0.23	- 0.047	0.22	- 0.01
Average FCI of NPS regular assets (PART)	0.22	0.26	- 0.05	0.20	+ 0.06	0.20	0.00
Average FCI of priority buildings (PART)	0.08	0.19	0.11	0.05	0.14	0.05	0.00

<sup>1</sup> This goal is also supported by ONPS Facility Operations and Maintenance activities.